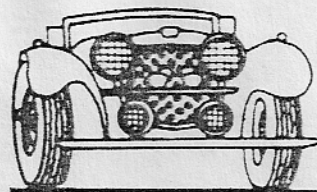


CLBCOM 34
April 1993



SQUIRE SS-100 CLUB

Bill Lieske and I did the Historic Route 66 Run this month. We had three days of good fun and my Squire performed flawlessly. During the trip two interesting facts were established.

Many months ago Ben Cunningham (Florida) contacted me and wondered just how accurate the Jaeger speedometers were? I have not had a good chance to check it out but on this trip we did clock mine over a measured ten mile stretch and it's recording 4/10s per ten miles short or a 4% margin of error. My speedometer is indicating 20,400 miles and when you multiply that by 1.04 you get 21,216, the actual miles my Squire has traveled. This variable can be affected by a number of things like tire size, the amount of wear on the plastic drive gear on the foot of the speedometer cable, ect. So, while there is some variance it should not be enough to get you a speeding ticket.

Next thing checked, very carefully, was mileage. My luggage trailer was completed just in time for the trip and I had it loaded with tools, spare parts, jack and spare tire, ect. Our educated guess for the loaded trailer and our combined body weights is fifteen hundred pounds. This was all highway driving at speeds between 65 and 70 MPH, much of it uphill and some of it against very high headwinds. We drove 621 miles and used 34 gallons of gas for an average of 18.26 MPG. Add the 4% for my odometer error and you get exactly 19 MPG, not all that bad for a big engine.

Of general interest is the fact that I now feel confident to drive my Squire anywhere. Even with all that weight we pulled the steepest hills in high gear while gaining speed. I should also report here that for this trip I added an off-the-shelf octane booster to each tank of gas. However, there are two things to correct before the next long highway trip is attempted. First, the fiberglass used for the firewall is very thin and it radiates the heat from that big cast iron block. After a couple of hours our feet got very hot. Bill Lieske is going to order some insulating fabric which has a mirror finish on one side to reflect the heat. We plan to line the firewall, maybe on both sides, in an attempt to correct this. Next, at highway speeds with the top up but the side curtains out, there is enough slack in the material between the windshield and the first brace to set up a whom-whom-whom type of flapping that becomes very annoying after a few hours, not to mention being hard on the fabric. We plan to design and build a removable brace that can be installed between those two points to remove the slack. We'll keep you posted.

A few of you had mentioned you were missing hood props so I have included a how-to print and Bill has brought his saga up to date. More next month.

John Hall

THE SAGA OF SQUIRE SERIAL NUMBER 11044545

By: Bill Lieske

Chapter VIII

Here it is, April, 1993 and my last effort in reporting the restoration of old 11044545 was put together sometime in early December, 1992. I thought that, for those of you who followed my prior ramblings and wondered what happened to me and the project, it would be in order to bring you up to date.

Since the last writing, things have slowed to something about half a snail's pace. The real hold up has been getting the fiberglass body work done. Perhaps you will recall that I reported that the first guy pooped out and gave the job up (but didn't return the rather large money donation that I provided him as incentive to do a reasonably prompt job). Then, another facility agreed to do the work. Art and I took the body to their place of business and it languished there for about two months (no work was done!) In January, 1993 it was determined that they were too busy to mess with the thing and that it was "in their way." At least no money changed hands in that situation.....

Then, we made contact with a most capable fiberglass man who agreed to finish the job. In mid-January, we picked up the car body and took it to his place. This man is rather renowned for his abilities in making Cobra and other kit or manufactured car bodies and his work is truly outstanding. Now, however, it is into the fourth month and the last time that we went over to his shop *some* progress had been made, but the body is a far cry from being finished. I agree that it is a tough job, considering the nature of the original fiberglass itself and the condition that it was in, however, *tempus fugits* and I seem to be essentially powerless in urging the guy to get the damned thing done and out of his shop. About two months ago, we took the chassis down there, so the whole car, except for a few things such as the top frame, etc. just sits there most of the time. It sure as hell is frustrating. I guess that I will have to just start being a real so-and-so about the matter and bug him a couple of times a week until he either finishes it or tells me to come and get it!

During the waiting period prior to taking it to the body shop, the chassis was completed except for minor details. All rewiring was essentially finished. Various details were attended to at a lieisurely pace, week-ends and evenings. Everything that could be done before the body was ready to be re-installed was done. A new exhaust system was fitted. So, until the body is done and in place, I can't do anything but fiddle around with other small details. Having a fairly well equipped home machine shop is a benefit, since I have been able to make a number of parts that were severely damaged or missing for mounting the windshield, etc. I made new wind wings, developed a new set of mounts for the rear view mirror, new snap type hold downs for holding the top to the corners of the windshield, and the like.

In the interim, a couple of trailers were ordered from Aero Fiberglass, one for Art and one for me. We spent a couple of week ends assembling them, including painting the underside of the trailer bodies and all of the metal structure. We also wired them for lights, placed safety chains, etc. I came up with a design for a trailer hitch for the Squires. Terry Becker built one for Art's car, and chastised me for overdesigning the thing. I suppose that it is husky enough to serve as a hitch for a two ton truck expected to haul a backhoe or a ten horse transport trailer! Art has had his trailer painted to match his car color. We both have installed the Harley Davidson "Tombstone" style tail lights to match the ones on our Squires. They look real sharp!

"It runs from Chicago to L. A. - More than two thousand miles all the way....."

On Saturday, April 24th, Art and I plan to take his car and trailer and participate on this year's "Route 66" Arizona run. This two day affair starts at a town called Seligman, about 70 miles West of Flagstaff, Arizona, goes through places like Nelson, Peach Springs, Truxton, Valentine, Kingman, Oatman and winds up at a town called Topock, between Needles, California and Lake Havasu City, where the old London Bridge now stands. We're looking forward to it, as all types and models of cars will be making the run from Model "T" Fords and Stanley Steamers to street rods, "T" buckets and Rolls Royces. Remember the lyrics from the song? (Nat "King" Cole and his trio did the most memorable version.....)

"If you ever plan to motor West
You'll take the highway that's the best
Get your kicks on Route 66!
It runs from Chicago to L. A.
Some two thousand miles all the way
Get your kicks on Route 66!"

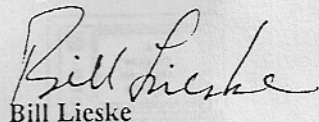
And later....
".....Flagstaff, Arizona
Dont' forget Winona
Kingman, Barstow, San Bernadiino"
and so on.....

Johnny Mercer's clever music and lyrics could not have fortold the building of the freeway system and the replacement or abandonment of the historic Route 66 with interstate freeways mosts of its length! Whoever thought up the idea of the segment of Route 66 the two day run from Seligman to Topock must have really liked the song, and this has become a cult sort of thing. Art went last year and I'm looking forward to going this year, next year and years thereafter. If I'm lucky and the creek don't run dry, I'll have my car and trailer ready for next year's "Route 66" kicks!

So, this is the update on the Saga of Squire No. 11044545. In the process of things getting done, I have begun to make up CAD drawings of the various gadgets that have been built or rebuilt to be added to the Squire manual (John Fulton, are you paying attention!!!) If any of you out there wish to upgrade your car, some of these things should be worth while.

Whether you folks like it or not, I will gin up another of these reports when there is something to report.

Regards to all Squirers.....


Bill Lieske

PS: Someone had told me that Johnny Mercer had written ROUTE 66. WRONG! It was Bobby Troup, a fine musician and actor who is still active in the music world. One must give credit where credit is due!

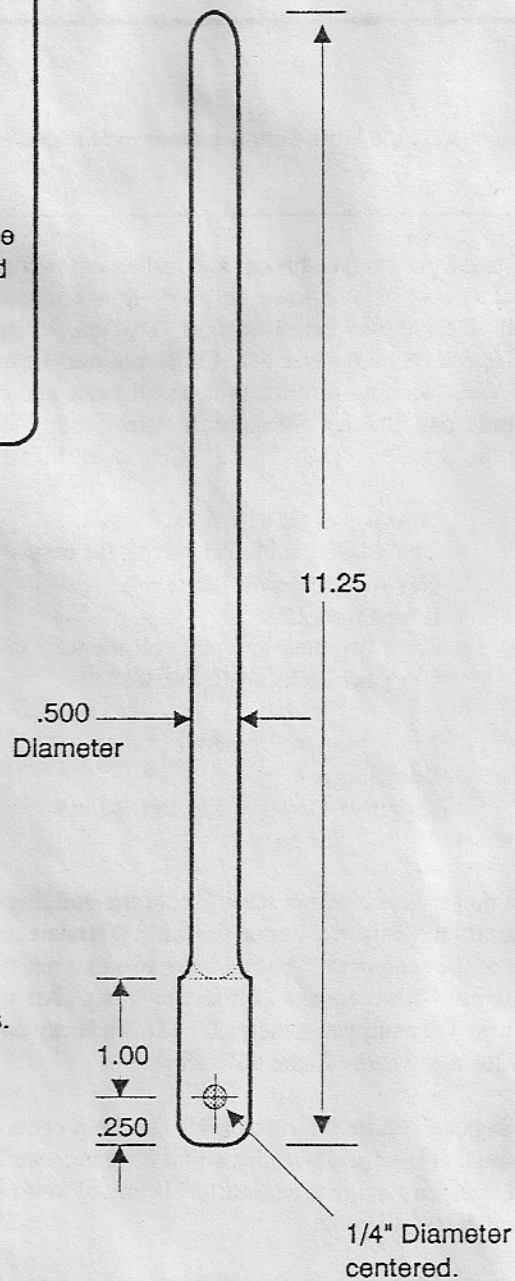
Hood Prop For Squire SS-100

Material: 1/2" diameter CRS.

Construction: Heat and flatten 1-1/2" of one end of rod to approximately 1/4" thick. Drill 1/4" hole as shown. File or lathe turn round on opposite end and file or grind smooth.

Undercoat and paint.

All dimensions in inches.



Information provided by Art Stahl
 Drawing made by Bill Lieske
 April 4 1993

